

REPORTE DE EXAMEN MÉDICO

INSTRUCCIONES PARA EL CONDUCTOR

Puede utilizar este reporte de examen médico cuando solicita una licencia de manejar comercial (CDL) de California o certificados (autobús escolar, autobús juvenil, SPAB, GPPV o para labores agrícolas) que requieran exámenes médicos. Este reporte también llena los requisitos del Departamento de Transporte de los Estados Unidos (DOT). A un conductor que no llene los estándares médicos del DOT después de la evaluación realizada por el Departamento de Vehículos Motorizados (DMV), puede emitírsele una licencia restringida si el DMV determina que la condición del conductor no afectará su habilidad para manejar sin ningún peligro.

- Los conductores que solicitan o que tienen un certificado para manejar autobuses escolares, autobuses para actividades estudiantiles, autobuses juveniles, vehículos de transporte público general o vehículo para labores agrícolas deben someterse a este examen médico, el cual es realizado por un médico autorizado en prácticas médicas. (Sección 12517.2 del Código de Vehículos)
- Los conductores de autobuses escolares de 65 años o mayores deben entregar un nuevo reporte médico al DMV cada año.
- Los conductores que solicitan una Licencia Restringida de Bombero, pueden utilizar el

Cuestionario de Salud del DMV (DL 546) en lugar de este reporte médico.

- El Cuestionario de Salud (DL 546) también pueden utilizarlo los conductores que solicitan una licencia Clase A no comercial y aquellos conductores que necesitan la Verificación de Capacitación para el Transporte de Materiales Peligrosos Agrícolas o Desechos.

Licencia Clase A, B o C comercial

La ley indica que debe llevar consigo un certificado médico válido (con fecha de un período de dos años) cada vez que maneje un vehículo comercial clase A, B o C. Esta ley también requiere que entregue un reporte médico al DMV cuando solicita por primera vez la licencia y cada dos años a partir de entonces. Si el reporte médico está incompleto, su solicitud de licencia se retrasará o denegará. NOTA: No es necesario proporcionar una copia de este reporte a la CHP.

Si usted califica para utilizar un aparato auditivo, debe utilizarlo y llevarlo con usted cada vez que maneje. También debe mantener una fuente de energía de repuesto, para poder utilizar el aparato auditivo.

Los conductores que deseen renovar su certificado médico pueden enviar por correo este reporte a:

Department of Motor Vehicles

CDL Unit, G204

P. O. Box 944278

Sacramento, CA 94244-2780

Si se requiere que tenga una CDL como parte de su trabajo, su empleador debe pagar el costo del examen, a menos que se haya realizado antes de solicitar el trabajo (Código de Trabajo §231). Actualmente la ley requiere que usted proporcione su número de seguro social. Por favor lleve consigo a la oficina del DMV su tarjeta del seguro social o recibo de planilla que incluya este número.

Información acerca de los exámenes de drogas

Los reglamentos federales y la ley estatal han establecido los estándares mínimos para los programas antidrogas para los auto-transportistas comerciales, incluyendo la realización de exámenes para determinar el uso de sustancias controladas. Este requisito para realizar los exámenes se aplica a los conductores que requieren de una licencia de manejar comercial.

Su empleador le informará si su examen médico debe incluir o no un examen de drogas.

49 CFR 391.41 REQUISITOS FÍSICOS PARA LOS CONDUCTORES

EL ROL DEL CONDUCTOR

Las responsabilidades, horarios de trabajo, demandas físicas y emocionales, y estilos de vida entre los conductores comerciales varían dependiendo del tipo de manejo que realizan. Algunos de los tipos principales de conductores incluyen lo siguiente: turno de ida y vuelta o corto (conductores que regresan a su base de operaciones cada tarde); turno largo (conductores que manejan de 8 a 10 horas y luego tienen un período de descanso de 8 horas); recorridos directos (conductores a campo traviesa); y conductores en equipo (conductores que comparten el manejo alternando sus períodos de manejo de 4 horas y los períodos de descanso de 4 horas).

Es posible que los siguientes factores afecten el desempeño de un conductor: cambios repentinos de horarios y rotación de horarios de trabajo, lo que puede resultar en patrones irregulares de sueño y en el hecho de que el conductor inicie un viaje en una condición de fatiga; horas prolongadas; bastante tiempo lejos de la familia y amigos, lo que puede resultar en falta de apoyo social; horarios estrictos para recoger y entregar, con irregularidad en el trabajo, descanso y patrones alimenticios, carreteras adversas, condiciones del clima y el tráfico, los que pueden provocar retrasos y resultar en carga y descarga apresurada del producto a fin de compensar el tiempo perdido, y condiciones del medio ambiente, tales como el exceso de vibración, ruido y temperaturas extremas. Transportar pasajeros o materiales peligrosos pueden contribuir al desgaste del conductor comercial.

Es posible que existan obligaciones además de la tarea de manejar por las que el conductor sea responsable y deba estar en condiciones apropiadas. Algunas de estas responsabilidades son: acoplar y desacoplar el remolque(s) del tractor, cargar y descargar el remolque(s) (algunas veces el conductor levanta cargas pesadas o descarga hasta 50,000 lbs. de carga, después de permanecer sentado por un largo período de tiempo, sin tener un período de estiramiento); inspeccionar el funcionamiento del tractor y remolque(s) antes, durante y después de entregar la carga; levantar, instalar y retirar cadenas pesadas de las llantas; y levantar lonas pesadas para cubrir los remolques abiertos. Las tareas anteriores demandan habilidad para flexionarse y trabajar sin parar, la habilidad de mantenerse en una posición de cuclillas para inspeccionar la parte inferior del vehículo, entradas y salidas frecuentes de la cabina y la habilidad para subir escaleras en el tractor y/o remolque(s).

Adicionalmente, un conductor debe contar con habilidades perceptivas para responder a alguna situación compleja en el manejo, con criterio para tomar decisiones rápidas, cuando sea necesario, y con habilidades de manipulación para controlar un volante de mayor tamaño, cambiar las velocidades utilizando la transmisión manual y maniobrar el vehículo en áreas congestionadas.

§391.41 REQUISITOS FÍSICOS DE LOS CONDUCTORES

(a) Una persona no debe manejar un vehículo motorizado comercial, a menos que esté físicamente calificada para hacerlo, excepto como se estipula en la §391.67, tenga consigo el original o una copia fotográfica de un certificado del examinador médico que indique que está físicamente calificada para manejar un vehículo motorizado comercial.

(b) Una persona califica físicamente para manejar un vehículo motorizado si:

(1) No ha perdido un pie, pierna, mano o brazo, o se le ha otorgado un Certificado de Evaluación del Desempeño de las Destrezas (SPE) (anteriormente Programa de Pérdida de Extremidad) en conformidad con la §391.49.

(2) No tiene impedimento alguno en (i) una mano o dedo que interfiera con la capacidad prensil o para agarrar; o (ii) un brazo, pie o pierna que interfiera con la capacidad de realizar una tarea normal que se asocie con el manejo de un vehículo motorizado comercial; o cualquier otro defecto o limitación significativa de alguna extremidad, que interfiera con la habilidad de realizar las tareas normales que se asocian con el manejo de un vehículo motorizado comercial; o se le ha otorgado un certificado de SPE conforme a la §391.49.

(3) No tiene historial médico establecido o diagnóstico clínico de diabetes sacarina que requiera actualmente de control con insulina.

(4) No cuenta con un diagnóstico clínico actual de infarto miocárdico, angina de pecho, insuficiencia coronaria, trombosis o cualquier otra enfermedad

cardiovascular de una variedad conocida que se acompaña de síncope, disnea, colapso o insuficiencia cardíaca congestiva.

(5) No tiene historial médico establecido o diagnóstico clínico de disfunción respiratoria con probabilidades de interferir con su habilidad para controlar y manejar de forma segura un vehículo motorizado comercial.

(6) No tiene diagnóstico clínico actual de presión arterial alta con probabilidades de interferir con su habilidad para manejar de forma segura un vehículo motorizado comercial.

(7) No tiene historial médico establecido o diagnóstico clínico de alguna enfermedad reumática, artrítica, ortopédica, muscular, neuromuscular o vascular, que interfiera con su habilidad para controlar y manejar de forma segura un vehículo motorizado comercial.

(8) No tiene historial médico establecido o diagnóstico clínico de epilepsia o cualquier otra condición con probabilidades de causar pérdida del conocimiento o cualquier pérdida de la habilidad para controlar un vehículo motorizado comercial.

(9) No tiene ninguna enfermedad mental, nerviosa, orgánica o funcional, o trastorno psiquiátrico con probabilidades de interferir con su habilidad para manejar de forma segura un vehículo motorizado comercial.

(10) Tiene una agudeza visual a distancia de al menos 20/40 (Snellen) en cada ojo sin lentes correctivos o una agudeza visual corregida

separadamente de 20/40 (Snellen) o es mejor con lentes correctivos, agudeza binocular para distinguir de al menos 20/40 (Snellen) en ambos ojos o sin lentes correctivos, campo visual de por lo menos 70 grados en el horizonte meridiano en cada ojo y la habilidad para distinguir los colores de las señales viales y aparatos que muestran los colores rojo, verde y ámbar estándares.

(11) En primer lugar percibe una voz en forma de susurro forzado en el mejor oído a no menos de 5 pies, con o sin el uso de un aparato auditivo o si se examina por el uso de un aparato audiométrico y no tiene una pérdida promedio del oído en el mejor oído mayor de 40 decibels a 500 Hz, 1,000 Hz y 2,000 Hz, con o sin un aparato auditivo cuando el aparato audiométrico se calibra al Estándar Americano Nacional (anteriormente Estándar ASA) Z24.5-1951.

(12)(i) No utiliza una sustancia controlada identificada en el 21 CFR 1308.11 Lista I, una anfetamina, un narcótico o cualquier droga que forme un hábito. (ii) Excepción: Un conductor puede utilizar una sustancia o droga como éstas, si la receta un médico profesional autorizado que: (A) esté familiarizado con el historial médico y deberes asignados del conductor, y (B) ha recomendado al conductor que la sustancia o droga prescrita no afectara desfavorablemente la habilidad del conductor para manejar de forma segura un vehículo motorizado comercial, y

(13) No tiene un diagnóstico clínico actual de alcoholismo.

INSTRUCTIONS TO THE MEDICAL EXAMINER

General Information

Review these instructions before examining the driver. If you are a licensed Physician's Assistant or Advanced Practice Nurse, **you must be under a physician's supervision to perform this exam.** Only a physician may perform this exam for persons who will drive school buses, school pupil activity buses, youth buses, general public paratransit vehicles, or farm labor vehicles.

The purpose of this examination is to determine a driver's physical qualification to operate a commercial motor vehicle (CMV) in interstate commerce according to the requirements in 49 CFR 391.41-49. Therefore, the medical examiner must be knowledgeable of these requirements and guidelines developed by the FMCSA to assist the medical examiner in making the qualification determination. The medical examiner should be familiar with the driver's responsibilities and work environment and is referred to the section on the form, The Driver's Role.

In addition to reviewing the Health History section with the driver and conducting the physical examination, the medical examiner should discuss common prescriptions and over-the-counter medications relative to the side effects and hazards of these medications while driving. Educate driver to read warning labels on all medications. History of certain conditions may be cause for rejection, particularly if required by regulation, or may indicate the need for additional laboratory tests or more stringent examination perhaps by a medical specialist. These decisions are usually made by the medical examiner in light of the driver's job responsibilities, work schedule and potential for the condition to render the driver unsafe.

Medical conditions should be recorded even if they are not cause for denial, and they should be discussed with the driver to encourage appropriate remedial care. This advice is especially needed when a condition, if neglected, could develop into a serious illness that could affect driving.

If the medical examiner determines that the driver is fit to drive and is also able to perform non-driving responsibilities as may be required, the medical examiner signs the medical certificate which the driver must carry with his/her license. The certificate must be dated. Under current regulations, the certificate is valid for two years, unless the driver has a medical condition that does not prohibit driving but does require more frequent monitoring. In such situations, the medical certificate should be issued for a shorter length of time. The physical examination should be done carefully and at least as complete as is indicated by the attached form. **CONTACT THE FMCSA AT (202) 366-1790 FOR FURTHER INFORMATION** (a vision exemption, Skill Performance Evaluation (SPE) Certificate, exempt intracity zone, qualifying drivers under 49 CFR 391.64, etc.).

DMV has a booklet, *The Medical Exam For Commercial Drivers; A Guide For Physicians*. This booklet contains guidelines that supplement the federal regulations. Medical examiners may request a copy of this booklet by calling (916) 657-5691. State and federal laws require this exam.

Interpretation of Medical Standards

Since the issuance of the regulations for physical qualifications of commercial drivers, the Federal Motor Carrier Safety Administration (FMCSA) has published recommendations called Advisory Criteria to help medical examiners in determining whether a driver meets the physical qualifications for commercial driving. These recommendations have been condensed to provide information to medical examiners that (1) is directly relevant to the physical examination and (2) is not already included in the medical examination form. The specific regulation is printed in italics and its reference by section is highlighted.

(Federal Motor Carrier Safety Regulations) Advisory Criteria

Loss of Limb: §391.41(b)(1)

A person is physically qualified to drive a commercial motor vehicle if that person:
Has no loss of a foot, leg, hand or an arm, or has been granted a Skill Performance Evaluation (SPE) Certificate pursuant to §391.49.

Limb Impairment: §391.41(b)(2)

A person is physically qualified to drive a commercial motor vehicle if that person:
Has no impairment of: (i) A hand or finger which interferes with prehension or power grasping; or (ii) An arm, foot, or leg which interferes with the ability to perform normal tasks associated with operating a commercial motor vehicle; or (iii) Any other significant limb defect or limitation which interferes with the ability to perform normal tasks associated with operating a commercial motor vehicle; or (iv) Has been granted a Skill Performance Evaluation Certificate pursuant to §391.49.

A person who suffers loss of a foot, leg hand or arm or whose limb impairment in any way interferes with the safe performance of normal tasks associated with operating a commercial motor vehicle is subject to the Skill Performance Evaluation (SPE) Certification Program pursuant to §391.49, assuming the person is otherwise qualified.

With the advancement of technology, medical aids and equipment modifications have been developed to compensate for certain disabilities. The SPE Certification Program (formerly the Limb Waiver Program) was designed to allow persons with the loss of a foot or limb or with functional impairment to qualify under the Federal Motor Carrier Safety Regulations (FMCSRs) by use of prosthetic devices or equipment modifications which enable them to safely operate a commercial motor vehicle. Since there are no medical aids equivalent to the original body or limb, certain risks are still present, and thus restrictions may be included on individual SPE certificates when a State Director for the FMCSA determines they are necessary to be consistent with safety and public interest.

If the driver is found otherwise medically qualified (§391.41(b)(3) through (13)), the medical examiner must check on the medical certificate that the driver is qualified only if accompanied by a SPE certificate. The driver and the employing motor carrier are subject to appropriate penalty if the driver operates a commercial motor vehicle in interstate or foreign commerce without a current SPE certificate for his/her physical disability.

Diabetes: §391.41(b)(3)

A person is physically qualified to drive a commercial motor vehicle if that person:
Has no established medical history or clinical diagnosis of diabetes mellitus currently requiring insulin for control.

Diabetes mellitus is a disease which, on occasion, can result in a loss of consciousness or disorientation in time and space. Individuals who require insulin for control have conditions which can get out of control by the use of too much or too little insulin, or food intake not consistent with the insulin dosage. Incapacitation may occur from symptoms of hyperglycemic or hypoglycemic reactions (drowsiness, semi-consciousness, diabetic coma or insulin shock).

The administration of insulin is, within itself, a complicated process requiring insulin, syringe, needle, alcohol sponge and a sterile technique. Factors related to long-haul commercial motor vehicle operations, such as fatigue, lack of sleep, poor diet, emotional conditions, stress, and concomitant illness, compound the diabetic problem. Thus, because of these inherent dangers, the FMCSA has consistently held that a diabetic who uses insulin for control does not meet the minimum physical requirements of the FMCSRs.

Hypoglycemic drugs, taken orally, are sometimes prescribed for diabetic individuals to help stimulate natural body production of insulin. If the condition can be controlled by the use of oral medication and diet, then an individual may be qualified under the present rule. (See Conference Report on Diabetic

Disorders and Commercial Drivers and Insulin-Using Commercial Motor Vehicle Drivers at: <http://www.fmcsa.dot.gov/rulesregs/medreports.htm>).

Cardiovascular Condition: §391.41(b)(4)

A person is physically qualified to drive a commercial motor vehicle if that person:
Has no current clinical diagnosis of myocardial infarction, angina pectoris, coronary insufficiency, thrombosis or any other cardiovascular disease of a variety known to be accompanied by syncope, dyspnea, collapse or congestive cardiac failure.

The term "has no current clinical diagnosis of" is specifically designed to encompass: "a clinical diagnosis of" (1) a current cardiovascular condition, or (2) a cardiovascular condition which has not fully stabilized regardless of the time limit. The term "known to be accompanied by" is defined to include: a clinical diagnosis of a cardiovascular disease (1) which is accompanied by symptoms of syncope, dyspnea, collapse or congestive cardiac failure; and/or (2) which is likely to cause syncope, dyspnea, collapse or congestive cardiac failure.

It is the intent of the FMCSRs to render unqualified a driver who has a current cardiovascular disease which is accompanied by and/or likely to cause symptoms of syncope, dyspnea, collapse, or congestive cardiac failure. However, the subjective decision of whether the nature and severity of an individual's condition will likely cause symptoms of cardiovascular insufficiency is on an individual basis and qualification rests with the medical examiner and the motor carrier. In those cases where there is an occurrence of cardiovascular insufficiency (myocardial infarction, thrombosis, etc), it is suggested before a driver is certified that he or she have a normal resting and stress electrocardiogram (ECG), no residual complications and no physical limitations, and is taking no medication likely to interfere with safe driving.

Coronary artery bypass surgery and pacemaker implantation are remedial

procedures and thus, not unqualifying. Coumadin is a medical treatment which can improve the health and safety of the driver and should not, by its use, medically disqualify the commercial driver. The emphasis should be on the underlying medical conditions(s) which require treatment and the general health of the driver. The FMCSA should be contacted at (202) 366-1790 for additional recommendations regarding the physical qualifications of drivers on coumadin.

(See Conference on Cardiac Disorders and Commercial Drivers at:

<http://www.fmcsa.dot.gov/rulesregs/medreports.htm>)

Respiratory Dysfunction §391.41(b)(5)

A person is physically qualified to drive a commercial motor vehicle if that person:

Has no established medical history or clinical diagnosis of a respiratory dysfunction likely to interfere with ability to control and drive a commercial motor vehicle safely.

Since a driver must be alert at all times, any change in his or her mental state is in direct conflict with highway safety. Even the slightest impairment in respiratory function under emergency conditions (when greater oxygen supply is necessary for performance) may be detrimental to safe driving.

There are many conditions that interfere with oxygen exchange and may result in incapacitation, including emphysema, chronic asthma, carcinoma, tuberculosis, chronic bronchitis and sleep apnea. If the medical examiner detects a respiratory dysfunction, that in any way is likely to interfere with the driver's ability to safely control and drive a commercial motor vehicle, the driver must be referred to a specialist for further evaluation and therapy. Anticoagulation therapy for deep vein thrombosis and/or pulmonary thromboembolism is not unqualifying once optimum dose is achieved, provided lower extremity venous examinations remain normal and the treating physician gives a favorable recommendation. (See Conference on Pulmonary/Respiratory Disorders and Commercial Drivers at:

<http://www.fmcsa.dot.gov/rulesregs/medreports.htm>)

Hypertension §391.41(b)(6)

A person is physically qualified to drive a commercial motor vehicle if that person:

Has no current clinical diagnosis of high blood pressure likely to interfere with the ability to operate a commercial motor vehicle safely.

Hypertension alone is unlikely to cause sudden collapse; however, the likelihood increases when target organ damage, particularly cerebral vascular disease, is present. This regulatory criteria is based on FMCSA's Cardiac Conference recommendations, which used the report of the 1984 Joint National Committee on Detection, Evaluation, and Treatment of High Blood Pressure.

A blood pressure of 161-180 and/or 91-104 diastolic is considered mild hypertension, and the driver is not necessarily unqualified during evaluation and institution of treatment. The driver is given a 3-month period to reduce his or her blood pressure to less than or equal to 160/90; the certifying physician should state on the medical certificate that it is only valid for that 3-month period. If the driver is subsequently found qualified with a blood pressure less than or equal to 160/90, the certifying physician may issue a medical certificate for a 1-year period, but should confirm blood pressure control in the third month of this 1-year period. The individual

should be certified annually thereafter. The expiration date must be stated on the medical certificate.

A blood pressure of greater than 180 systolic and/or greater than 104 diastolic is considered moderate to severe. The driver may not be qualified, even temporarily, until his or her blood pressure has been reduced to less than 181/105. The examining physician may temporarily certify the individual once the individual's blood pressure is below 181 and/or 105. For blood pressure greater than 180 and/or 104, documentation of continued control should be made every 6 months. The individual should be certified biannually thereafter. The expiration date must be stated on the medical certificate. Commercial drivers who present for certification with normal blood pressures but are taking medication(s) for hypertension should be certified on the same basis as individuals who present with blood pressures in the mild or moderate to severe range. Annual recertification is recommended if the medical examiner is unable to establish the blood pressure at the time of diagnosis.

An elevated blood pressure finding should be confirmed by at least two subsequent measurements on different days. Inquiry should be made regarding smoking, cardiovascular disease in relatives, and immoderate use of alcohol. An electrocardiogram (EDG) and blood profile, including glucose, cholesterol, HDL cholesterol, creatinine and potassium, should be made. An echocardiogram and chest x-ray are desirable in subjects with moderate or severe hypertension.

Since the presence of target organ damage increases the risk of sudden collapse, group 3 or 4 hypertensive retinopathy, left ventricular hypertrophy not otherwise explained (echocardiography or ECG by Estes criteria), evidence of severely reduced left ventricular function, or serum creatinine of greater than 2.5 warrants the driver being found unqualified to operate a commercial motor vehicle in interstate commerce.

Treatment includes nonpharmacologic and pharmacologic modalities as well as counseling to reduce other risk factors. Most antihypertensive medications also have side effects, the importance of which must be judged on an individual basis. Individuals must be alerted to the hazards of these medications while driving. Side effects of somnolence or syncope are particularly undesirable in commercial drivers.

A commercial driver who has normal blood pressure 3 or more months after a successful operation for pheochromocytoma, primary aldosteronism (unless bilateral adrenalectomy has been performed), renovascular disease, or unilateral renal parenchymal disease, and who shows no evidence of target organ damage may be qualified. Hypertension that persists despite surgical intervention with no target organ disease should be evaluated and treated following the guidelines set forth above.

(See Conference on Cardiac Disorders and Commercial Drivers at:

<http://www.fmcsa.dot.gov/rulesregs/medreports.htm>)

Rheumatic, Arthritic, Orthopedic, Muscular, Neuromuscular or Vascular Disease §391.41(b)(7)

A person is physically qualified to drive a commercial motor vehicle if that person:

Has no established medical history or clinical diagnosis of rheumatic, arthritic, orthopedic, muscular, neuromuscular or vascular disease

which interferes with ability to control and operate a commercial motor vehicle safely.

Certain diseases are known to have acute episodes of transient muscle weakness, poor muscular coordination (ataxia), abnormal sensations (paresthesia), decreased muscular tone (hypotonia), visual disturbances and pain which may be suddenly incapacitating. With each recurring episode, these symptoms may become more pronounced and remain for longer periods of time. Other diseases have more insidious onsets and display symptoms of muscle wasting (atrophy), swelling and paresthesia which may not suddenly incapacitate a person but may restrict his/her movements and eventually interfere with the ability to safely operate a motor vehicle. In many instances these diseases are degenerative in nature or may result in deterioration of the involved area.

Once the individual has been diagnosed as having a rheumatic, arthritic, orthopedic, muscular, neuromuscular or vascular disease, then he/she has an established history of that disease. The physician, when examining an individual should consider the following: (1) the nature and severity of the individual's condition (such as sensory loss or loss of strength); (2) the degree of limitation present (such as range of motion); (3) the likelihood of progressive limitation (not always present initially but may manifest itself over time); and (4) the likelihood of sudden incapacitation. If severe functional impairment exists, the driver does not qualify. In cases where more frequent monitoring is required, a certificate for a shorter time period may be issued.

(See Conference on Neurological Disorders and Commercial Drivers at:

<http://www.fmcsa.dot.gov/rulesregs/medreports.htm>)

Epilepsy §391.41(b)(8)

A person is physically qualified to drive a commercial motor vehicle if that person:

Has no established medical history or clinical diagnosis of epilepsy or any other condition which is likely to cause loss of consciousness or any loss of ability to control a motor vehicle.

Epilepsy is a chronic functional disease characterized by seizures or episodes that occur without warning, resulting in loss of voluntary control which may lead to loss of consciousness and/or seizures. Therefore, the following drivers cannot be qualified: (1) a driver who has a medical history of epilepsy; (2) a driver who has a current clinical diagnosis of epilepsy; or (3) a driver who is taking antiseizure medication.

If an individual has had a sudden episode of a nonepileptic seizure or loss of consciousness of unknown cause which did not require antiseizure medication, the decision as to whether that person's condition will likely cause loss of consciousness or loss of ability to control a motor vehicle is made on an individual basis by the medical examiner in consultation with the treating physician. Before certification is considered, it is suggested that a 6-month waiting period elapse from the time of the episode. Following the waiting period, it is suggested that the individual have a complete neurological examination. If the results of the examination are negative and antiseizure medication is not required, then the driver may be qualified.

In those individual cases where a driver has a seizure or an episode of loss of consciousness that resulted from a known medical condition (e.g., drug reaction, high temperature, acute infectious disease, dehydration or acute metabolic disturbance),

certification should be deferred until the driver has fully recovered from that condition and has no existing residual complications, and is not taking antiseizure medication.
(See Conference on Neurological Disorders and Commercial Drivers at:
<http://www.fmcsa.dot.gov/rulesregs/medreports.htm>)

Mental Disorders §391.41(b)(9)

A person is physically qualified to drive a commercial motor vehicle if that person:
Has no mental, nervous, organic or functional disease or psychiatric disorder likely to interfere with the ability to drive a motor vehicle safely.

Emotional or adjustment problems contribute directly to an individual's level of memory, reasoning, attention and judgment. These problems often underlie physical disorders. A variety of functional disorders can cause drowsiness, dizziness, confusion, weakness or paralysis that may lead to incoordination, inattention, loss of functional control and susceptibility to accidents while driving. Physical fatigue, headache, impaired coordination, recurring physical ailments and chronic "nagging" pain may be present to such a degree that certification for commercial driving is inadvisable. Somatic and psychosomatic complaints should be thoroughly examined when determining an individual's overall fitness to drive. Disorders of a periodically incapacitating nature, even in the early stages of development, may warrant disqualification.

Many bus and truck drivers have documented that "nervous trouble" related to neurotic, personality, emotional or adjustment problems is responsible for a significant fraction of their preventable accidents. The degree to which an individual is able to appreciate, evaluate and adequately respond to environmental strain and emotional stress is critical when assessing an individual's mental alertness and flexibility to cope with the stresses of commercial motor vehicle driving.

When examining the driver, it should be kept in mind that individuals who live under chronic emotional upsets may have deeply ingrained maladaptive or erratic behavior patterns. Excessively antagonistic, instinctive, impulsive, openly aggressive, paranoid or severely depressed behavior greatly interfere with the driver's ability to drive safely. Those individuals who are highly susceptible to frequent states of emotional instability (schizophrenia, affective psychoses, paranoia, anxiety or depressive neuroses) may warrant disqualification. Careful consideration should be given to the side effects and interactions of medications in the overall qualification determination. See Psychiatric Conference Report for specific recommendations on the use of these medications and potential hazards for driving.

(See Conference on Psychiatric Disorders and Commercial Drivers at:
<http://www.fmcsa.dot.gov/rulesregs/medreports.htm>)

Vision §391.41(b)(10)

A person is physically qualified to drive a commercial motor vehicle if that person:
Has distant visual acuity of at least 20/40 (Snellen) in each eye with or without corrective lenses or visual acuity separately corrected to 20/40 (Snellen) or better with corrective lenses, distant binocular acuity of at least 20/40 (Snellen) in both eyes with or without corrective lenses, field of vision of at least 70 degrees in the horizontal meridian in each eye, and the ability to recognize the colors of traffic signals

and devices showing standard red, green, and amber.

The term "ability to recognize the colors of" is interpreted to mean if a person can recognize and distinguish among traffic control signals and devices showing standard red, green and amber, he or she meets the minimum standard, even though he or she may have some type of color perception deficiency. If certain color perception tests are administered, (such as Ishihara, Pseudoisochromatic, Yarn) and doubtful findings are discovered, a controlled test using signal red, green and amber may be employed to determine the driver's ability to recognize these colors.

Contact lenses are permissible if there is sufficient evidence to indicate that the driver has good tolerance and is well adapted to their use. Use of a contact lens in one eye for distance visual acuity and another lens in the other eye for near vision is not acceptable, nor are telescopic lenses acceptable for the driving of commercial motor vehicles.

If an individual meets the criteria by the use of glasses or contact lenses, the following statement shall appear on the Medical Examiner's Certificate: "Qualified only if wearing corrective lenses".
(See Visual Disorders and Commercial Drivers at:
<http://www.fmcsa.dot.gov/rulesregs/medreports.htm>)

Hearing §391.41(b)(11)

A person is physically qualified to drive a commercial motor vehicle if that person:
First perceives a forced whispered voice in the better ear at not less than 5 feet with or without the use of a hearing aid, or, if tested by use of an audiometric device, does not have an average hearing loss in the better ear greater than 40 decibels at 500 Hz, 1,000 Hz, and 2,000 Hz with or without a hearing aid when the audiometric device is calibrated to American National Standard (formerly ASA Standard) Z24.5-1951.

Since the prescribed standard under the FMCSRs is the American Standards Association (ANSI), it may be necessary to convert the audiometric results from the ISO standard to the ANSI standard. Instructions are included on the Medical Examination report form.

If an individual meets the criteria by using a hearing aid, the driver must wear that hearing aid and have it in operation at all times while driving. Also, the driver must be in possession of a spare power source for the hearing aid.

For the whispered voice test, the individual should be stationed at least 5 feet from the examiner with the ear being tested turned toward the examiner. The other ear is covered. Using the breath which remains after a normal expiration, the examiner whispers words or random numbers such as 66, 18, 23, etc. The examiner should not use only sibilants (s-sounding test materials). The opposite ear should be tested in the same manner. If the individual fails the whispered voice test, the audiometric test should be administered.

If an individual meets the criteria by the use of a hearing aid, the following statement must appear on the Medical Examiner's Certificate: "Qualified only when wearing a hearing aid".
(See Hearing Disorders and Commercial Motor Vehicle Drivers at:
<http://www.fmcsa.dot.gov/rulesregs/medreports.htm>)

Drug Use §391.41(b)(12)

A person is physically qualified to drive a commercial motor vehicle if that person:
Does not use a controlled substance identified

in 21 CFR 1308.11. Schedule I, an amphetamine, a narcotic, or any other habit-forming drug. Exception: A driver may use such a substance or drug, if the substance or drug is prescribed by a licensed medical practitioner who is familiar with the driver's medical history and assigned duties, and has advised the driver that the prescribed substance or drug will not adversely affect the driver's ability to safely operate a commercial motor vehicle.

This exception does not apply to methadone. The intent of the medical certification process is to medically evaluate a driver to ensure that the driver has no medical condition which interferes with the safe performance of driving tasks on a public road. If a driver uses a Schedule I drug or other substance, an amphetamine, a narcotic or any other habit-forming drug, it may be cause for the driver to be found medically unqualified. Motor carriers are encouraged to obtain a practitioner's written statement about the effects on transportation safety of the use of a particular drug.

A test for controlled substances is not required as part of this biennial certification process. The FMCSA or the driver's employer should be contacted directly for information on controlled substances and alcohol testing under Part 382 of the FMCSRs.

The term "uses" is designed to encompass instances of prohibited drug use determined by a physician through established medical means.

This may or may not involve body fluid testing. If body fluid testing takes place, positive test results should be confirmed by a second test of greater specificity. The term "habit-forming" is intended to include any drug or medication generally recognized as capable of becoming habitual, and which may impair the user's ability to operate a commercial motor vehicle safely.

The driver is medically unqualified for the duration of the prohibited drug(s) use and until a second examination shows the driver is free from the prohibited drug(s) use. Recertification may involve a substance abuse evaluation, the successful completion of a drug rehabilitation program, and negative drug test result. Additionally, given that the certification period is normally two years, the examiner has the option to certify for a period of less than 2 years if this examiner determines more frequent monitoring is required.

(See Conference on Neurological Disorders and Commercial Drivers and Conference on Psychiatric Disorders and Commercial Drivers at:
<http://www.fmcsa.dot.gov/rulesregs/medreports.htm>)

Alcoholism §391.41(b)(13)

A person is physically qualified to drive a commercial motor vehicle if that person:
Has no current clinical diagnosis of alcoholism.

The term "current clinical diagnosis of" is specifically designed to encompass a current alcoholic illness or those instances where the individual's physical condition has not fully stabilized, regardless of the time element. If an individual shows signs of having an alcohol-use problem, he or she should be referred to a specialist. After counseling and/or treatment, he or she may be considered for certification.

REPORTE DE EXAMEN MÉDICO PARA DETERMINACIÓN DE CAPACIDAD DE UN CONDUCTOR COMERCIAL

1. INFORMACIÓN DEL CONDUCTOR El conductor completa esta sección.

NOMBRE DEL CONDUCTOR (PRIMER NOMBRE, SEGUNDO NOMBRE, APELLIDO)		NÚMERO DE SEGURO SOCIAL		FECHA DEL EXAMEN	
DOMICILIO		CIUDAD	ESTADO	CP	NO. TEL. DEL TRABAJO ()
NO. DE LICENCIA DE MANEJAR		CLASE DE LICENCIA <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C	EMITIDA EN		<input type="checkbox"/> Certificación nueva <input type="checkbox"/> Re-certificación <input type="checkbox"/> Seguimiento
FECHA DE NACIMIENTO		EDAD	SEXO <input type="checkbox"/> M <input type="checkbox"/> F	OJOS	CABELLO

☐ **Seleccione esta casilla si está solicitando o renovando un certificado para manejar un autobús escolar, autobús para actividades estudiantiles, autobús juvenil, vehículo de transporte público general o un vehículo para labores agrícolas.**

2. HISTORIAL DE LA SALUD El conductor completa esta sección, pero se exhorta al examinador médico a discutirla con el conductor.

Si	No	Si	No	Si	No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Alguna enfermedad o lesión en los últimos 5 años		Falta de aliento		Desmayo, desvanecimiento	
<input type="checkbox"/> Lesiones de la cabeza/cerebro, trastornos o enfermedades		<input type="checkbox"/> Enfermedad pulmonar, enfisema, asma,		<input type="checkbox"/> Trastornos para dormir, pausas en la respiración	
<input type="checkbox"/> Ataques, epilepsia		bronquitis crónica		mientras duerme, somnolencia durante el día,	
<input type="checkbox"/> medicamento _____		<input type="checkbox"/> Enfermedad renal, diálisis		onquidos fuertes	
<input type="checkbox"/> Trastornos en los ojos o impedimento visual		<input type="checkbox"/> Enfermedad hepática		<input type="checkbox"/> Derrame cerebral o parálisis	
(excepto lentes correctivos)		<input type="checkbox"/> Problemas digestivos		<input type="checkbox"/> Falta de o discapacidad en una mano, brazo, pie,	
<input type="checkbox"/> Trastornos en los oídos, pérdida de la audición o equilibrio		<input type="checkbox"/> Diabetes o azúcar en la sangre elevada		pierna, dedo, dedo del pie	
<input type="checkbox"/> Enfermedad cardíaca o ataque al corazón, otra		controlada por:		<input type="checkbox"/> Lesión o enfermedad espinal	
condición cardiovascular		<input type="checkbox"/> dieta		<input type="checkbox"/> Dolor crónico en la parte inferior de la espalda	
<input type="checkbox"/> medicamento _____		<input type="checkbox"/> píldoras		<input type="checkbox"/> Uso regular, frecuente de alcohol	
<input type="checkbox"/> Cirugía del corazón (reemplazo/marca paso de válvula,		<input type="checkbox"/> insulina		<input type="checkbox"/> Uso de narcótico o droga que forma hábito	
angioplastia, marcapasos)		<input type="checkbox"/> Trastornos nerviosos o psiquiátricos,			
<input type="checkbox"/> Presión arterial alta		p.e., depresión severa			
<input type="checkbox"/> medicamento _____		<input type="checkbox"/> medicamento _____			
<input type="checkbox"/> Enfermedad muscular		<input type="checkbox"/> Pérdida de conocimiento o conciencia alterada			

Por cada respuesta afirmativa, indique la fecha, diagnóstico, nombre y dirección del médico responsable, y cualquier limitación actual. Enumere todos los medicamentos (incluyendo medicamentos sin prescripción) que utiliza regularmente o recientemente. (Agregue una hoja adicional si es necesario).

Certifico bajo pena de perjurio bajo las leyes de California, que he proporcionado información verdadera y correcta sobre mi salud. Comprendo que proporcionar información incorrecta, falsa o faltante puede invalidar el examen y mi Certificación de los examinadores médicos.

FIRMA DEL CONDUCTOR	FECHA
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NRO DE LICENCIA DE MANEJAR	NOMBRE	FECHA DEL EXAMEN
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EL MÉDICO, QUIROPRÁCTICO, ASISTENTE DEL MÉDICO O UNA ENFERMERA DE PRÁCTICA AVANZADA DEBE COMPLETAR ESTA SECCIÓN

Under California law only a physician licensed to practice medicine may perform a physical examination for persons who are applying for an original or are renewing a certificate to operate a school bus, school pupil activity bus, youth bus, general public paratransit vehicle, or a farm labor vehicle.

DRIVER'S IDENTITY VERIFIED BY:

☐ Driver License No: ☐ Other Photo ID (Specify ID used):

Medical Examiners Comments on Health History (The medical examiner must review and discuss with the driver any "yes" answers and potential hazards of medications, including over-the-counter medications, while driving.)

Note certification status here. See *Instructions to the Medical Examiner* for guidance.

I certify under penalty of perjury under the laws of the State of California that I am licensed, certified, and/or registered, in accordance with applicable State laws and regulations to perform physical examinations, that I have examined the driver named above in accordance with the Motor Carrier Safety Regulations (49 CFR 391.41—391.49) and with knowledge of the driving duties, I find this person:

☐ Meets standards in 49 CFR 391.41; qualifies for 2 year certificate which will expire (must insert date) ____ / ____ / ____

☐ Does not meet standards

☐ Meets standards, but periodic evaluation required.

Due to _____ driver qualified only for:

☐ 3 months ☐ 6 months ☐ 1 year ☐ Other

☐ Temporarily disqualified due to (condition or medication): _____

Return to medical examiner's office for follow up on _____

Check all that apply. Only qualified when:

☐ Wearing corrective lenses

☐ Wearing hearing aid

☐ Accompanied by a _____ waiver/exemption (attach copy)

☐ Accompanied by a Skill Performance Evaluation (SPE) Certificate (attach copy)

☐ Driving within an exempt intracity zone (not applicable in California)

☐ Qualified by operation of 49 CFR 391.64 (attach copy of waiver/exemption)

A completed examination form is on file in my office.

MEDICAL EXAMINER'S SIGNATURE

TELEPHONE NUMBER

MEDICAL EXAMINER'S NAME (PRINT)

TITLE

☐ Physician
(☐ M.D. ☐ D.O.)

☐ Chiropractor

☐ Physician's Assistant

☐ Advanced
Practice Nurse

LICENSE OR CERTIFICATE NUMBER/ISSUING STATE

ADDRESS

**PLACE DOCTOR'S OFFICE STAMP
IN THIS SPACE**

DMV COMPLETES THIS SECTION

REVIEWED BY	DATE
FIELD OFFICE	APP. DATE
HEADQUARTER'S REVIEW	

If driver meets standards, complete a Medical Examiner's Certificate according to 49 CFR 391.43(h). (Driver must carry certificate when operating a commercial vehicle.)

DRIVER LICENSE NUMBER	NAME	DATE OF EXAM
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TESTING

QUALIFIED	NOT QUALIFIED	Colored boxes must be completed. Check each item in appropriate box to show "Qualified" or "Not Qualified". Explain any special findings or test results NOT in an acceptable tolerance range.
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3. VISION Numerical readings must be provided

Standard: At least 20/40 acuity (Snellen) in each eye with or without correction. At least 70° peripheral in horizontal meridian measured in each eye. The use of corrective lenses should be noted on the Medical Examiner's Certificate.

INSTRUCTIONS: When other than the Snellen chart is used, give test results in Snellen-comparable values. In recording distance vision, use 20 feet as normal. Report visual acuity as a ratio with 20 as numerator and the smallest type read at 20 feet as denominator. If the applicant wears corrective lenses, these should be worn while acuity is being tested. If the driver habitually wears contact lenses, or intends to do so while driving, sufficient evidence of good tolerance and adaptation to their use must be obvious. Monocular drivers are not qualified.

Numerical readings must be provided.

ACUITY	UNCORRECTED	CORRECTED	HORIZONTAL FIELD OF VISION	Applicant can recognize and distinguish among traffic control signals and devices showing standard red, green and amber colors? <input type="checkbox"/> Yes <input type="checkbox"/> No Applicant meets visual acuity requirement only when wearing: <input type="checkbox"/> Corrective Lenses Monocular Vision: <input type="checkbox"/> Yes <input type="checkbox"/> No
Right Eye	20/	20/	Right Eye	
Left Eye	20/	20/	Left Eye	
Both Eyes	20/	20/	Both Eyes	

Complete next line only if vision testing is done by an ophthalmologist or optometrist

DATE OF EXAMINATION	NAME OF OPHTHALMOLOGIST OR OPTOMETRIST (PRINT)	
TELEPHONE NO.	LICENSE NO./STATE OF ISSUE	SIGNATURE X

4. HEARING Numerical readings must be provided.

Standard: a) Must first perceive forced whispered voice \geq 5 ft., with or without hearing aid, or b) average hearing loss in better ear \leq 40 dB.

☐ Check if hearing aid used for tests. ☐ Check if hearing aid **required** to meet standard.

INSTRUCTIONS: To convert audiometric test results from ISO to ANSI, - 14 dB from ISO for 500 Hz, - 10dB for 1,000 Hz, - 8.5 dB for 2,000 Hz. To average, add the readings for 3 frequencies tested and divide by 3.

Numerical readings must be recorded.

	RIGHT EAR		LEFT EAR		RIGHT EAR			LEFT EAR		
	500 Hz	1000 Hz	2000 Hz	500 Hz	1000 Hz	2000 Hz	500 Hz	1000 Hz	2000 Hz	
a) Record distance from individual at which forced whispered voice can first be heard.	FT.		FT.		b) If audiometer is used, record hearing loss in decibels. (acc. to ANSI Z24.5-1951)					
					AVERAGE			AVERAGE		

5. BLOOD PRESSURE/PULSE RATE Numerical readings must be recorded.

BLOOD PRESSURE		GUIDELINES FOR BLOOD PRESSURE EVALUATION		
SYSTOLIC	DIASTOLIC	ON INITIAL EXAM	WITHIN 3 MONTHS	CERTIFY
Driver qualified if \leq 160/90 on initial exam		If 161-180 and/or 91-104, Qualify 3 mos. only	\rightarrow If \leq 160 and/or 90, Qualify for 1 yr. Document Rx & control the 3rd month	\rightarrow Annually if acceptable BP is maintained
PULSE RATE		If \leq 160 and/or 90, qualify for 6 mos. Document Rx & control the 3rd month		
<input type="checkbox"/> Regular <input type="checkbox"/> Irregular		Biannually (every 6 months)		

Medical examiner should take at least 2 readings to confirm blood pressure.

6. LABORATORY AND OTHER TEST FINDINGS Numerical readings must be recorded.

Urinalysis is required. Protein, blood or sugar in the urine may be an indication for further testing to rule out any underlying medical problem.	URINE SPECIMEN			
	SP. GR.	PROTEIN	BLOOD	SUGAR

OTHER TESTING (DESCRIBE AND RECORD)

DRIVER LICENSE NUMBER	NAME	DATE OF EXAM	
7. PHYSICAL EXAMINATION		HEIGHT IN.	WEIGHT LBS

The presence of a certain condition may not necessarily disqualify a driver, particularly if the condition is controlled adequately, is not likely to worsen or is readily amenable to treatment. Even if a condition does not disqualify a driver, the medical examiner may consider deferring the driver temporarily. Also, the driver should be advised to take the necessary steps to correct the condition as soon as possible, particularly if the condition, if neglected, could result in more serious illness that might affect driving.

Check YES if there are any abnormalities. Check NO if the body system is normal. Discuss any YES answers in detail in the space below, and indicate whether it would affect the driver's ability to operate a commercial motor vehicle safely. Enter applicable item number before each comment. If organic disease is present, note that it has been compensated for. Check each item in appropriate box to show "Qualified" or "Not Qualified".

As you complete items 1 - 12 below, you will find some items that have no clearly defined measures to indicate a driver is "qualified" or "not qualified". For such items, please check "qualified" if the driver's condition appears within normal limits.

See Instructions To The Medical Examiner for guidance.

QUALIFIED	NOT QUALIFIED	BODY SYSTEM	CHECK FOR:	YES*	NO
		1. General Appearance	Marked overweight, tremor, signs of alcoholism, problem drinking, or drug abuse.		
		2. Eyes	Pupillary equality, reaction to light, accommodation, ocular motility, ocular muscle imbalance, extraocular movement, nystagmus, exophthalmos, strabismus uncorrected by corrective lenses, retinopathy, cataracts, aphakia, glaucoma, macular degeneration.		
		3. Ears	Middle ear disease, occlusion of external canal, perforated eardrums.		
		4. Mouth and Throat	Irremediable deformities likely to interfere with breathing or swallowing.		
		5. Heart	Murmurs, extra sounds, enlarged heart, pacemaker.		
		6. Lungs and chest, not including breast examination	Abnormal chest wall expansion, abnormal respiratory rate, abnormal breath sounds including wheezes or alveolar rales, impaired respiratory function, dyspnea, cyanosis. Abnormal findings on physical exam may require further testing such as pulmonary tests and/or x-ray of chest.		
		7. Abdomen and Viscera	Enlarged liver, enlarged spleen, masses, bruits, hernia, significant abdominal wall muscle weakness.		
		8. Vascular system	Abnormal pulse and amplitude, carotid or arterial bruits, varicose veins.		
		9. Genito-urinary system.	Hernias.		
		10. Extremities - Limb impaired. Driver may be subject to SPE certificate if otherwise qualified.	Loss or impairment of leg, foot, toe, arm, hand, finger. Perceptible limp, deformities, atrophy, weakness, paralysis, clubbing, edema, hypotonia. Insufficient grasp and prehension in upper limb to maintain steering wheel grip. Insufficient mobility and strength in lower limb to operate pedals properly.		
		11. Spine, other musculoskeletal	Previous surgery, deformities, limitation of motion, tenderness.		
		12. Neurological	Impaired equilibrium, coordination or speech pattern; paresthesia asymmetric deep tendon reflexes, sensory or positional abnormalities, abnormal patellar and Babinski's reflexes, ataxia.		

*COMMENTS
